

Montana and the Sky

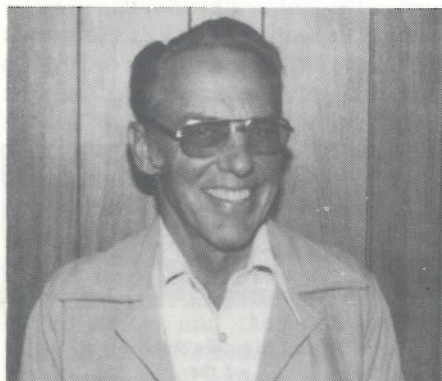


Vol. 33, No. 10

MONTANA AERONAUTICS DIVISION

October 1982

Crash Takes Life of Jack Van De Riet



Montana aviation was stunned and saddened to learn of the tragic airplane accident which claimed the life of Jack Van De Riet on October 14, 1982. Jack had just celebrated his 40th year of flying.

Jack enlisted in the Air Force in December 1941 at Fairfield, Mont., took his pilot training in California and soloed in October 1942 in a Ryan PT-22. After graduating as an Air Force pilot in 1943, he flew a B-26 across the North Atlantic to England and from there flew 70 combat missions, including D-Day. He was awarded the Distinguished Flying Cross and the Air Medal with twelve oak leaf clusters.

In the Pacific Jack flew transport runs out of Okinawa to Japan, China, the Philippines and the Marianas. He was recalled during the Korean conflict and was assigned to the ALCAN Squadron flying transport runs.

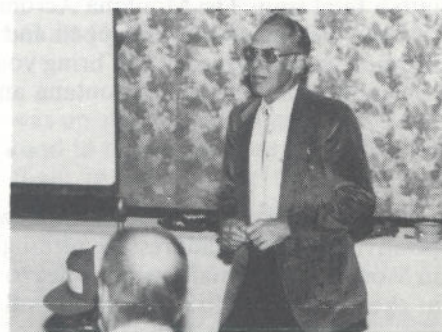
In 1953 Jack left the Air Force to go into a fixed base operation in Choteau. He did considerable crop dusting, grasshopper and timber spraying and forest fire cargo work. Jack retired from the Air Force Reserve in 1965 with the rank of Major.

In 1957 Jack joined the FAA and served with them in several locations in the west until his retirement in 1979. During his service in the FAA, he received eight outstanding performance awards — one in air traffic control and seven for his work in the flight standards field.

The Montana Aeronautics Division and Montana aviation were fortunate to have Jack as a friend and ally. For Montana pilots, Jack was involved in the Aeronautics Division's flight safety programs by sharing his wide knowledge in that vital subject year after year. Jack was involved in Density Altitude Clinics, Pilot Proficiency "Wings" Programs, and



Jack completed his Air Force pilot training in California in 1943.



Sharing his wide knowledge, Jack was involved in many of the Aeronautics Division's flight safety programs.

perhaps most noteworthy were his excellent slide presentations on mountain flying and his involvement in the Aeronautics Division's Mountain Search Pilot Clinics held each year in September. These clinics serve to train volunteer search pilots in the techniques of flying search missions in the treacherous mountainous terrain. Jack not only conducted evening ground school sessions, but he also served as a mountain flight instructor.

Jack will be deeply missed by the aviation community, not only in Montana but throughout the northwest where his endless contributions to aviation safety have been so widely recognized. On behalf of the Aeronautics Board, the Aeronautics Division and the Montana aviation community, we extend our sincere condolences to the Jack Van De Riet family.

ADMINISTRATOR'S COLUMN

We have recently received many inquiries and complaints concerning construction of high power line towers on Boulder Pass between Helena and Boulder. Upon investigation we have confirmed that the BPA is constructing 170-foot towers right on top of the pass above the Aeronautics Division's night airway beacon. We are appalled at this blatant disregard for aviation safety, and more appalling is the fact that the FAA has approved the routing of the power line. Even more appalling is the fact that neither the FAA or the BPA contacted the Aeronautics Division during the planning or the review stages of this blatant violation of flight safety. We were never informed. What is so terrifying is the fact that these 170-foot towers will support power lines high above our night airway beacon. This heavily flown VFR day and night air route is well known to pilots and the airway beacon has provided pilots with a vital navigation aid for many years. If these high towers and power lines are allowed to exist, we will be forced to shut down this nav aid beacon as it would only lure unsuspecting pilots into a fatal trap. The Montana Aeronautics Division is taking steps in an effort to have the construction stopped and re-route the power line to eliminate this aviation safety hazard. I will bring you up to date on any progress we may have achieved in next month's Montana and the Sky.

* * * * *

I would like to commend the Lewistown Airport Commission for taking a positive attitude in addressing ultralight aircraft. Lewistown is the first airport in Montana to formally adopt rules to permit the operation of ultralight aircraft at their airport. Ultralight pilots will be required to receive training on FAA flight regulations, including the use of airspace. A section of a taxiway has been designated for ultralight operations. The rules were adopted to assure that ultralights operate with the same high degree of safety as other aircraft operating at the Lewistown airport.

* * * * *

We are all deeply saddened over the tragic airplane accident which took the life of Jack Van De Riet. Jack was a great friend and supporter of aviation. We, with the help of Jack's wife Ruth and niece Lynne, were planning an article in this month's newsletter recognizing Jack's aviation achievements and contributions. This was to be a surprise to Jack as October marked his 40th year of flying. We have now slightly modified our article, which is on page one of this issue. On behalf of the Aeronautics Division, the Aeronautics Board and the entire Montana aviation community, I extend our sincere condolences to Jack's family and thank them for sharing this great person and aviation leader with us. We, as fellow flyers, know that Jack Van De Riet has merely "Put out his hand, and touched the face of God."



Montana and the Sky
USPS 359 860
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Official Monthly Publication
of the
AERONAUTICS DIVISION
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MONTANA AND THE SKY is
published monthly in the interest of
aviation in the State of Montana.
Second-Class postage paid at
Helena, Montana 59604
Subscription \$2.00 per year
Editor: Martha E. Kurtz



Committee Voices Concern

According to a report in the September 27 issue of Business Aviation, the Senate Appropriations Committee has expressed concern about the rapidity with which the FAA is consolidating the flight service stations.

In a report prepared for the Transportation Department on Fiscal 1983 appropriations, the committee informed the FAA that the new FSS "must demonstrate that it is capable of achieving its designated mission before action is taken to dismantle or remove existing stations."

The committee further stated that, while the circumstances that led to the temporary closures of some air traffic control towers and stations could be appreciated, these temporary closures should "not be converted into permanent shutdowns . . . without specific appropriations to cover those permanent closing costs." Requests for those appropriations would give the committee an opportunity to evaluate the effect of such proposed closings on air safety and the economy of communities affected.

Montana FSS stations which were part-timed were:

Cut Bank - Nov. 1, 1981 - Jan. 1, 1982 - reduced to 16 hrs. daily
Cut Bank - Mar. 1 - Nov. 1, 1982 - reduced to 16 hrs. daily
Lewistown - Jan. 10 - May 1, 1982 - reduced to 16 hrs. daily.

CALENDAR

Oct. 31 - Nov. 4—Annual AOPA Convention, Las Vegas.

Dec. 15-16—Aeronautics Board Meeting, Helena.

Jan. 26-29, 1983—MATA Convention, Heritage Inn, Great Falls (Tentative).

Feb. 8-10, 1983—Aircraft Mechanics Refresher Seminar, Helena.

Feb. 22-25, 1983—International Aviation Law Seminar, St. Lucia.

Feb. 25-27, 1983—Winter Survival Course, Helena/Lincoln.

March 12-14, 1983—Flight Instructor Refresher Clinic, Billings (AOPA - 3 days - Sat., Sun., Mon.).

SISTERS SOLO AT 16



Leah (left) and Dawn Stroh with grandpa Walt Hensley on the Piper Warrior they both used to solo.

(Karen McGuire-Davis photo)

**By: Karen McGuire-Davis
Bear Paw Sentinel, Havre**

A chapter of Hi-Line aviation history was written recently, something the girls involved had been talking about doing since they were in the fifth grade.

Leah and Dawn Stroh, both 16 and juniors at Havre High School, soloed within a day of each other, taking their first step toward getting their private pilot's licenses in a year.

They are the granddaughters of Walt Hensley, who started Havre's Hensley Flying Service in 1944, and the daughters of Jim and Sharel Stroh, who now run the business.

Soloing at the same time was something they started talking about when they were nine and an older sister, 16 at the time, flew her solo.

Leah turned 16 in January and has been waiting for sister Dawn to catch up. Dawn soloed on her birthday, Aug. 31, and Leah followed the next day.

Their folks figure that they're probably the first sister team in the state to solo within a day of each other. Grandpa Walt says it's a pretty safe bet that they're the first students at Havre High to even solo at 16, the legal minimum.

Flying is "easier than it looks" they both insist, but working this flight into a schedule already full with family, school and sports took a bit of choreography: for both of them it

was up at 5:30 a.m. to head across the road to the airport and cram the solo flight in before their first class that morning at Havre High.

Flying a plane means hitting the books, too, or "going to ground school" as it's fondly called.

"Maybe that was the hardest part," Dawn said. "We've both got school and basketball already and finding the time to hit the books for this is hard."

"For every hour of flight time, you're supposed to have two hours with the books."

What has been the hardest thing so far about learning to fly?

"Remembering to steer with your feet, not your hands," volunteered Dawn.

"We had to know how to do everything before we soloed," added Leah. "How to land, how to deal with a stall, do an emergency landing. That one was great. You've got about seven things you have to do at once and all the time you're looking for a place to land."

After this solo flight, what's next?

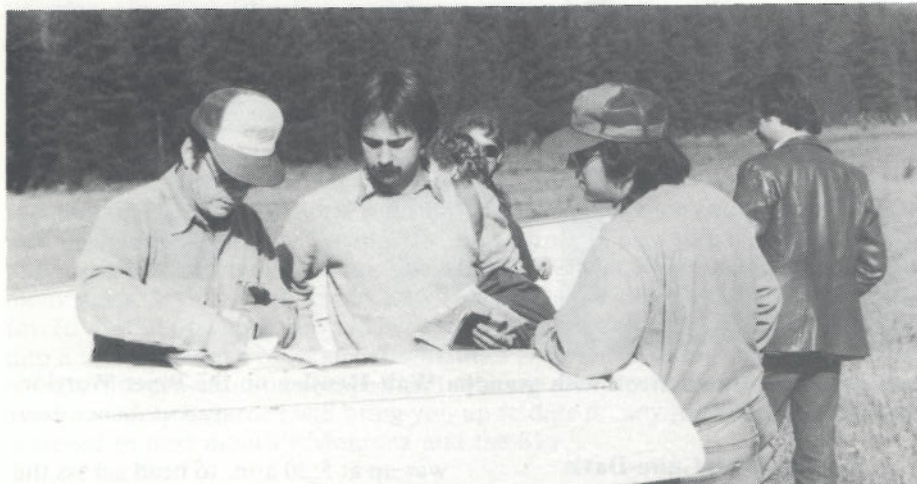
Getting their private pilot's license when they turn 17, they both said.

That'll be a family first. Although Leah and Dawn have an older brother and sister who both soloed at 16, neither one went on to get a pilot's license.

"We plan to be the first," Leah said.

Fourth Annual Mountain Search Pilot Clinic

September 24 - 26 - Kalispell



Mike Ferguson checks training schedules.

In an effort to minimize the risks involved when asking a volunteer to fly a search mission into the rugged mountains of Montana, Michael Ferguson, administrator of the Montana Aeronautics Division, initiated the first annual Mountain Search Pilot Clinic in 1979. This clinic provides training for pilots in the techniques of flying mountain search missions and assures that more effective and capable volunteers are available to assist in mountain aerial searches.

Search pilot training consists of two hours of dual instruction in mountain search techniques. Flight instructors were Jack Van De Riet, Choteau; Fritz Lueneburg, Columbus; Bill Tubbs, Hamilton; Chet Severson, Kalispell; Vernon Turner, Lincoln; and Fred Hasskamp, Aeronautics Division. ELT (emergency locator transmitter) homing was taught by A. V. "Speed" Normand, Lake Oswego, Ore. Speed was assisted by Will Mavis, Helena, and John Stene, Polson, who conducted actual airborne training on ELT homing. Survival training was conducted at the Spotted Bear airstrip by Skip Stoffel, Tacoma, Wash.



Tauna Lang (left) and Carol Thomas, KOIN-TV in Portland, Ore., film the Mountain Search Pilot Clinic for a television feature.



Sally Shortridge, Gretchen Biggerstaff and William Hewitt at evening ground school.



Speed Normand instructs Wade Smith on the operation of the B Line ELT homing radio.



Rich McKamy, Dale Klugman, Bob Kline, David Moss and Charles Rogler learn some tips on survival from Skip Stoffel.



Mike Ferguson presents Chuck Foster, Director of FAA NW Mountain Region, with a certificate and buffalo head wings upon completion of the Montana Mountain Search Pilot Clinic.

The following volunteer search pilots were awarded Certificates of Completion by the Aeronautics Division.

Gretchen Biggerstaff, Bozeman
 Denny Bridges, Clancy
 Millar Bryce, Plains
 Stephen Cooney, Whitefish
 Dale Edlund, Billings
 Jim Ellis, Great Falls
 Norman Focher, Dillon
 Chuck Foster, Seattle
 Walter Gibbons, Eureka
 Bud Hall, Bozeman
 William Hewitt, Big Fork
 Marsha Hinch, Choteau
 Charles Hinch, Choteau
 L. R. "Sarge" Hoem, Dillon
 Paul Iverson, Stevensville
 Benjamin Johnson, Clancy
 Robert Kline, Darby
 Dale Klugman, Helena
 R. W. McKamy, Billings
 David Moss, Lima
 Greg Nelson, Kalispell
 Charles Rogler, Darby
 Perry Scheidecker, Red Lodge
 Sally Shortridge, Bozeman
 Wade Smith, Butte
 Ray Tocci, Three Forks
 Ellis Williams, Missoula
 William Wilson, Billings
 Robert Windom, Libby
 Homer Yancey, Jr., Missoula

All volunteer search pilots are to be commended for their dedication and willingness to help in times of need.



Evening ground school in Kalispell at the National Guard classroom.



Clinic participants learn to use parts of "downed" aircraft to make themselves more comfortable in a crash survival situation.

Diary of An Observer

By: George Witcowski, II

The pace is feverish in the few hours prior to the start of the 1982 Mountain Search Pilot Clinic. Mike Ferguson is moving about hurriedly, tending to details ranging from rooms for the participants to setting up materials for the classroom sessions.

As the participants enter the room, I notice a different atmosphere than for most seminar and classroom situations I've encountered. Instead of heading for their solitary seats, the people here are extending hands and exchanging names.

Major Frank Gerken, Aerospace Rescue and Recovery Service, as the first lecturer for the evening explains the role of the military in search and rescue. What sticks most in my mind is when he tells us that the average time to locate a downed aircraft without a flight plan and with an inoperative ELT is 41.9 hours!

Jack Van De Riet, one of the clinic instructors, is next with a session on mountain flying. Jack has brought with him photographs of various mountain airstrips, including those the participants will be flying into. Jack makes the point if you're flying into a mountain strip where you've not been before, talk to someone who has been there. He showed us pictures of strips that had mandatory directions of departure. He also told us



A search aircraft departs Schafer Meadows airstrip during training.

several stories of pilots who learned the hard way about mountain airstrips.

It's Saturday, and the participants will be learning ELT homing techniques, methods for survival (Instructor Skip Stoffel prefers the expression "emergency preparedness and response training"), and dual instruction in mountain flying. It's impressive to see the instructors working so hard with just an occasional few minutes on the ground for fuel and coffee.

The participants were treated to a captivating lecture by author and aviator extraordinaire, Sparky Imeson. While the schedule indicated that his lecture was to be on mountain flying, most in the crowd were surprised when he started off by reviewing flight topics such as lift, stalls and

spins. He accompanied his lecture with a series of excellent slides.

It's the last day of the clinic and the weather is not in our favor. But the ceiling lifts enough to allow the clinic to be completed.

As the day was drawing to a close, I cornered one of the participants, Gretchen Biggerstaff of Bozeman, to get her impression of the clinic. "I learned things about flying in the mountains that were never pointed out to me before . . . and flying in Montana's mountains is much more difficult than where I was flying before."

I guess her last statement helped me to understand the importance of this clinic. You see, Gretchen was formerly a pilot in Alaska.

Airways Excise Taxes Reinstated

On September 3, 1982, President Reagan signed into law the Tax Equity and Fiscal Responsibility Act (TEFRA). The law, which carries an effective date of September 1, contains some significant excise tax provisions relating to airports and airways.

The act increased the 4c per gallon tax on avgas to 12c and sets a 14c per gallon tax on aviation fuel other than gasoline (jet fuel). The act also reinstates and increases other taxes on passenger tickets and air freight. It should also be noted that the 5% air freight tax for commercial activities which was deleted on October 1, 1980, was reimposed.

There are some exemptions (or areas where refunds or credits can be requested). They include:

1. Fuel sold for use or used on a farm for farming purposes. An example would be flying within the property boundaries of the farm or ranch. This does not include flying from one parcel to another where the parcels are not contiguous or flying from the ranch to a town or airport.

2. Fuel used by state or local governments.

3. Fuel used by non-profit educational organizations.

4. There are also special exemptions for helicopters used in certain operations if the helicopter does not take off from or land at a facility eligible for ADAP assistance or otherwise use the federal airway system (natural resources, forestry, logging, etc.).

5. Fuel used by scheduled airlines. Special care should be taken in keeping records of fuel used for exempt and non-exempt operations.

Funds collected through these taxes will be transferred to the Airport and Airways Trust Fund which provides money for such programs as airport planning, airport development projects, FAA maintenance and operations.

IRS Form 720 should be used for reporting the tax. It must be filed quarterly and can be picked up from an accountant or by visiting or calling an IRS office. Forms can be requested from the IRS by calling toll free 1-800-332-2275.

Questions or problems with recording or reporting the above taxes can be directed to Tom Harris, IRS Agent - Excise, Federal Building, Second Floor, Helena, Mont., 59626, Phone 449-5326. His office hours are 6:30 a.m. to 3:15 p.m.

FIRE FIGHTERS MEET IN GREAT FALLS



By: Jerry Burrows
Aviation Representative

Listed as one of the nation's top seven Crash Fire Rescue training schools, the annual session sponsored by the Montana Air National Guard, the Montana Fire Services Training School and the Montana Aeronautics Division drew fifty-seven fire fighters from Montana, South Dakota, Wyoming, North Dakota and California.

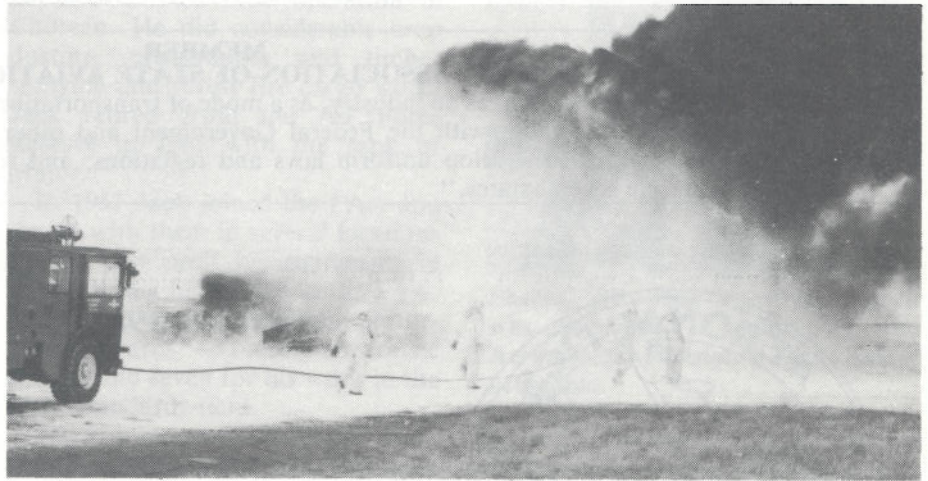
The five days of training consist of classroom instruction, use of the emergency equipment carried on the trucks and, perhaps the most important, "hot drills." Completion of the school work and passing the "final exam" merits the fire fighters an FAA certificate for aircraft fire fighting and rescue techniques which is required on air carrier airports.

Each fire fighter was suited up with special heat/fire resistant clothing, hoods and gloves and given instruction in extinguishing aviation fuel fires (JP-4) using water, aqueous film forming foam (aff), halogen and dry chemicals. Climaxing the program, an F-102 previously unburned was torched with several hundred gallons of fuel. A mass attack with the Guard's fire trucks, utilizing as many students as possible, cut a rescue path to the aircraft and then extinguished the fire.

MANG's Fire Chief, Darrell Thomas, and his excellent crew provided the majority of the training with Jens Bolstad of the Montana Fire Training School conducting the rest of the program as well as being



Darrell Thomas, Chief of MANG (left), and Jens Bolstad, State Fire Fighting School, in front of the F-102 before it was torched.



One of the three crews fighting the F-102 fire with handlines.

on hand at all times working with Darrell's crew.

In the interest of aviation safety, the Aeronautics Division has assisted most of the Montana firemen with some of their expenses.

While the trucks were funded 90% by the federal government, we believe it important that the small communities especially receive training from time to time and have the capabilities of the trucks available if needed. We hope to have a bigger turnout next year from those areas served by Big Sky Airlines.

The state aircraft fire fighters were from Havre, Lewistown, West Yellowstone, Billings, Missoula, Helena, Great Falls, Bozeman and the Montana National Guard.



The F-102 after the fire with crews busy mopping up.

CONGRATULATIONS!

FAA Issues Certificates

PRIVATE

James Marsh Missoula
Marcia Johnson Butte
Paul Thurmond Butte
Larry Taylor Dillon
Rock Sykes Kalispell
Scott Smith Helena
Ellen Miller Bozeman
Mark Edgerley Bozeman
Shelly Mamuzich Missoula
Stephen Keaster Belt
Anthony Harris Great Falls
Thomas Bovington Helena
Sheryl Wiegel Helena

Mary Anderson Butte
Dale Ekerline Dillon
Edward Workman Billings
John Wilson Billings
Michael Gustafson Billings
Daniel Roam Billings
Phillip Koterba Harlowton
Terry Archambeault Glasgow
Ken Cayko Glendive
James DeTienne Plentywood
Wayne Shepard Glendive
Timothy Hardy Fairview
Dale Adams Plentywood
Gerald McPherson Colstrip
Cornelius Riedl Billings
Thomas Boland Billings
John Butorac Hardin
Brian Maxwell Billings

COMMERCIAL

Marlon Sundh Kalispell
Linda Marshall Belgrade

INSTRUMENT

Greg Nelson Kalispell
Joe White Billings (CFI)
G. C. Anderson, Jr. Red Lodge
Merton Myhre Sidney (CFI)
Robert Johnson Sidney (CFI)
Paul Schulz Billings (CFI)
Lester Krenzer Billings

ATP

Gregory Ugrin Miles City
Merton Myhre Sidney

MULTI-ENGINE

Alan Kull Billings

2,500 copies of this public document were published at an estimated cost of \$.18 per copy, for a total cost of \$447.17, which included \$230.00 for printing and \$217.17 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



P.O. Box 5178
Helena, Montana 59604

October 1982

Second-Class
Postage Paid at
Helena, MT 59604